way Ministry or in the Cabinet to implement this Eighth Plan guideline so that we can reduce the use of petroleum products. It is there in the Plan documents. It was not discussed in the Parliament. We have accepted it.

CAPT. SATISH SHARMA : Sir, I can assure the hon. Member that we will take up with the Railway Ministry whether any study of this nature has been done, and I will pass on the details to him.

SHRI N. E. BALARAM : Why has he not done it so far ? What is he talking ? This is a guideline given by the Eighth Five Year Plan. Now, he is asking the Railway Minister through me. What is the Cabinet doing ? They are spending crores in foreign exchange for importing oil. What are you doing about it now ? Now you are asking the Railway Minister through me. I am asking you whether you have taken up this issue with the Railway Ministry because this is a guideline given by the Eighth Five Year Plan. It is not given by the Opposition. We have never discussed that point in Parliament. You have got a copy with you. You are implementing that plan. Did you take up with the Railway Ministry or with the Cabinet ? I want a definite answer.

CAPT. SATISH SHARMA : This does not relate to the main question being discussed, Sir. If he gives it in writing, he will get the information.

SHRI N. E. BALARAM : Part (b) of the question specifically asks : "What efforts have been made by the Government so far to promote ... on minimising the use of petroleum products..." The question is there. The question is, how to reduce the use of petroleum because we have scarcity of foreign exchange with us. He did not read the question. If he reads it now, he will understand the thrust of the question.

CAPT. SATISH SHARMA : I think after reading out the question, the hon. Member is certainly more coherent. His earlier statement was not comprehensible. Let me answer the question he has just raised. Yes, it is a part of the question.

As I mentioned earlier in the House when Som Palji had specifically asked about ethanol which is a petroleum substitute, not only we discussed ethanol, we discussed CNG—Compressed Natural Gas, which is another substitute which can bring about economy in the substitution programme which is being looked into. Besides that, other efforts are also being made in the country, as you are aware. Sir, we are already working on the technology as far as the designs of the engines are concerned, the lubes and additives which are being manufactured now which helps in conservation in areas of motor spirit. For diesel, we have for monograde—which we are talking about—'Mill-C' which is a long drain oil which is being used again to economise on fuel consumption. For two-wheelers, we have superior 2-T which is again the upgradation of technology in that area. We have the CNG; that we have discussed. I also mentioned about ethanol. Besides that, we have Bharat Heavy Electricals and a private operator making diesel-operated vehicles which is on an experimental stage. This is being done in the country. Then we have battery-powered vehicles, as they are called. There is a definite programme under way. About 225 vehicles are already on the road in the first phase. We want to expand it in the second phase. I can assure the hon. Member that in this area, work is being done. Some work has yielded results. In other areas, we are still on the experimental stage.

MR. CHAIRMAN : Next question.

मिरज से लोंडा तक की रेल लाइन को बड़ी लाइन में बदला जाना

*402 **श्री विश्वासराव राम राव पाटिल :**
श्री सर्शेल कुमार संभाजी राव शिन्दे :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने मिरज से लोंडा तक की रेल लाइन को बड़ी लाइन में बदलने का निर्णय लिया है;

†सभा में यह प्रश्न श्री विश्वासराव रामराव पाटिल द्वारा पूछा गया ।

(ख) यदि हां, तो क्या सरकार गोवा तक की रेल लाइन को भी बड़ी लाइन में बदलने का विचार रखती है जिससे कि गोवा राज्य तथा कोंकण क्षेत्र को बड़ी लाइन द्वारा मध्य महाराष्ट्र तथा कर्नाटक से जोड़ा जा सके;

(ग) यदि हां, तो उसका ब्यौरा क्या है; और

(घ) यदि नहीं, तो उसके क्या कारण हैं ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) : (a) and (b) Yes. Sir.

(c) The tentative plan of conversion of Miraj-Londa (188 kms.) and Hospet-Hubli-Goa (489 Kms.), subject to availability of resources is as follows :—

Miraj-Londa	1994-95
Hospet-Hubli	1994-95
Hubli-Goa	1995-96

Sufficient funds have been provided in 1993-94 for progressing work on long lead items like bridges in order to ensure their commissioning as per above programme.

(d) Does not arise.

श्री विश्वासराव रामराव पाटिल : सभापति महोदय, जो मंत्री महोदय ने जवाब दिया है उससे ऐसा लगता है यह कर्नाटक, गोवा और महाराष्ट्र के कई भाग बहुत उत्साहवर्धक लगे कि अब यहां यह हो रहा है। लेकिन जैसे मिरज-लाडु-फुलवाड़ी में हुआ वैसे ही मिरज-लोंडा को ब्रॉडगेज में कन्वर्जन की बात है और जिसके बारे में 188 किलोमीटर लम्बी लाइन के लिए मंत्री महोदय का शुभाशीर्वाद प्राप्त हुआ है । लेकिन उस प्रकल्प पर 148 करोड़ रुपया खर्च होने वाला है, अब इसमें सिर्फ दो करोड़ रुपये खाली लगा रहे हैं तो यह दो करोड़ से 148 करोड़ का विकल्प कैसे पूरा हो सकेगा ? यह सारा देखकर ऐसा लगता है कि अब जो सारे प्रोग्राम बनाये हैं कि 6 हजार किलोमीटर को ब्रॉडगेज में कंवर्जन करने के लिए तो मेरे ख्याल से एक किलोमीटर को 70 लाख रुपये की वजह से 6 हजार किलोमीटर पर 42 हजार करोड़ रुपये लगेंगे। इतना पैसा, इतना फण्ड आप कहां से लेने वाले हैं, यह कुछ मालूम नहीं होता है और यह भी नहीं मालूम होता है कि यह प्रकल्प कितने दिनों में पूरा हो जाएगा। इसलिए दो पंचवर्षीय योजनाओं में या कौन सी पांचवीं पंचवर्षीय योजना में कितने दिनों में यह पूरा हो, यह कुछ भी मालूम नहीं है। सरकार द्वारा घोषणायें तो की जा रही है, लेकिन काम पूरा नहीं हो रहा है। इसलिए मैं सरकार से यह पूछना चाहता हूं कि अगर ये फण्ड एवेलेबल नहीं है और यह सभी जानते हैं, तो फिर कोई ट्रांसपोर्ट की पालिसी आप अपनाने जा रहे हैं या नहीं ?

SHRI K. C. LENKA : Sir, as regards the conversion of the Miraj-Londa line, year of approval was 1992-93. The estimated cost of this project is Rs. 122 crores. In 1993-94 we have provided Rs. 20 crores for this project. We have projected to complete 2,255 kms.

In regard to the hon. Member's question about gauge conversion, of 6,000 kms., during the Eighth Five-Year Plan, we have taken up an action plan to convert 6,000 kms. during the Eighth Plan. During the current year, we had projected to achieve 1,200 kms. of gauge conversion and we have achieved it. During next year, in the coming year also, i.e. in 1993-94, we have projected to complete 2,255 kms.

As far as the requirement of funds is concerned for conversion of 6,000 kms., it has been estimated that we will be requiring Rs. 3,900 crores. We have given prio-

rity to the conversion of this 6,000 kms. during the Eighth Five-Year Plan and we are very much going to complete it in the scheduled time.

श्री विश्वासराव रामराव पाटिल : मेरा दूसरा प्रश्न यह है कि मिरज लोंडा और हुबली गोवा, यह तो हो रहा है, इसमें जो बहुत ही इम्पारटेंट हिस्सा है, यह लोंडा बंगलौर है इसके बारे में कुछ नहीं कहा गया है। मैं पूछना चाहता हूं कि यह लोंडा बंगलौर तक का बहुत ही इम्पारटेंट हिस्सा क्यों छोड़ दिया गया है, इसको आप कब लेंगे ?

SHRI K. C. LENKA : Sir, as regards the Bangalore-Londa line, we have taken it up. The conversion of this line has been started. In 1993-94, we have provided Rs. 64.25 crores for the completion of this line. We are going ahead according to the schedule.

श्री सुशील कुमार संभाजी राव शिंदे : सभापति जी, सरकार ने मीटरगेज को ब्रॉडगेज में कन्वर्ट करने की बात तय की है। सरकार का इस संबंध में काफी जगहों पर काम भी चला है और एक्शन प्लान भी शुरू किया गया है। लेकिन यह भी रेलवे को देखना होगा कि जो मीटरगेज से ब्रॉडगेज में करने के बाद रेलवे को मुनाफा हो जाये और जितना पैसा खर्च होता है वह पैसा निकाला जाये लेकिन शायद रेलवे यह भी देखती होगी कि जो मीटरगेज लाईन पर ब्राडगेज करने के बाद रेलवे को मुनाफा हो जाए और जहां से जितना उनका पैसा खर्च होता है वह पैसा निकल जाए, यह भी फाइनेंसियल दृष्टि से उनको देखना जरूरी होता होगा, ऐसा मुझे लगता है। यदि इनकी यह सोच हो तो एक ऐसा सेंटर जहां मिरज लातूर का है, जहां पंडरपुर बीच में आता है, जिसे दक्षिण काशी भी कहा जाता है, और दूसरा जो कर्नाटक का हिस्सा है और मंत्री महोदय भी कर्नाटक के हैं, जो शोलापुर-गडक रेलवे लाईन कर्नाटक में जाती है, वह मीटर गेज है, उसके बीच जो बीजापुर है जिसकी वर्ल्ड में व्हिसपरिंग गैलरी बहुत फेमस है और वहा फॉरेन के जो टूरिस्ट आते हैं उनकी शिकायत यह रहती है कि शोलापुर से हमें वहां जाने के लिए बड़ी तकलीफ होती है और ट्रेन चेंज करनी पड़ती है। बीजापुर के जो लोग हैं, उनको बम्बई आने के लिए तो बहुत असुविधा होती है। तो दूसरी जगह, तीसरा एक हिस्टोरिकल प्लेस है---तुलजापुर, तो यह जो आपका शोलापुर-गडक रेलवे लाईन को मीटरगेज से कन्वर्ट करने का जो प्लान है, कुछ दिन पहले मैंने मंत्री जी से . . .

(व्यवधान)

MR. CHAIRMAN : Please ask the question.

SHRI SUSHIL KUMAR SAMBHAJI-RAO SHINDE : I am coming to that. This is very important because this is based on the economy of the railway and also giving facilities to the commuters. That is why I am giving this background.

तो रेलवे को इससे ज्यादा सुविधा हो सकती है, इसलिए जो शोलापुर-गडक रेलवे लाईन है, वह हुडकी तक ब्रॉडगेज है, हुडकी से आगे बीजापुर तक बढ़ाना है। तो इसलिए मंत्री महोदय क्या इस साल में इसका उद्घाटन करके यह काम शुरू करेंगे, यही मुझे स्पष्ट रूप से उत्तर चाहिए, ताकि रेलवे को पैसा मिल सकता है, इसलिए मैं कहना चाहता हूं।

SHRI K. C. LENKA : Sir, . . .

श्री सुशील कुमार संभाजी राव शिन्दे : सभापति महोदय, हम विनती करते हैं कि रेल मंत्री जी स्वयं इसका उत्तर दे दें तो बहुत अच्छा होगा।

SHRI K. C. LENKA : If I am not able to satisfy, the hon. Minister will reply.

श्री सुशीलकुमार संभाजी राव शिन्दे : आप मंत्री जी को जवाब देने दीजिए।

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF) : Sir, as has been explained by my colleague, the routes that we have selected for gauge conversion are, as a matter of policy, to provide alternative routes. The Members are aware that we have taken up conversion of Delhi to Ahmedabad metre gauge line into broad gauge. Up to Rewari it is already over. We are going to the next place, to Ahmedabad and from there to Bombay, again from Bombay to Miraj and Bangalore which the hon. Member is asking. It is clearly to provide alternative routes and to attract the road traffic to the rail traffic, as another hon. Member put the question, to save the fuel economy. This is based on those lines.

Sir, hon. Sushil Kumar Shinde asked about Sholapur-Hotgi and Bijapur route. It is a very important area. We know it is an education centre, it is a tourist centre. It is already in our action plan. We have in mind to take up the work sometime during the course of the year.

I can assure one thing to the House that whatever lines we have taken up, they are purely based on the traffic and also keeping in mind that the railway development work keeps pace with the new economic policy and the new industrial policy of the Government. I am sure we will rise to the expectations.

SHRI SANGH PRIYA GAUTAM : He has asked whether you are going to inaugurate the work on the railway line and by what time. Kindly give a pointed answer.

SHRI C. K. JAFFER SHARIEF : I have already said that we have in mind to take up this work during this year.

SHRI DINESHBHAI TRIVEDI : Sir, I will be very brief, very direct and very clear with the expectation that the hon. Minister also will respond very directly and very clearly without evading the question.

Sir, it seems that different criteria are applied as regards conversion of gauge, depending on from which place the Minister comes. That is the feeling. I would like to ask what the criteria are. Whenever we have asked for it, the hon. Minister knows about it, the typical reply is that we do not have resources. I can fully appreciate that the rtsources are limited. That is the reason why we are perhaps taking loans from the World Bank, the IMF and what have you, and are paying a lot of interest. If we can take loans from the World Bank and the IMF, I do not understand why we should not take loans from the people of the country at large who are willing to contribute to the project of gauge conversion. For years together we are waiting in queue. The specific line between Gandhi Dham and Bhuj is 56 km. only. We are waiting for 40 years. The hon. Minister knows that the people of Kutch, the people of Gujarat, are ready to spend money. The Government does not have resources. It is a typical reply which comes that we do not have resources and that there is no traffic. The census was taken 20 years ago. So, will you kindly assure the House that if the people of the country are willing to contribute, then, you will definitely clear that project immediately ?

SHRI C. K. JAFFER SHARIEF : Sir, I understand the anxiety of the hon. Member has keen interest in the development of the area. He has been repeatedly . . . .

SHRI ANANTRAY DEVSHANKER DAVE : This is a backward area.

SHRI C. K. JAFFER SHARIEF: Please bear with me. That is exactly the approach we have. Please allow me to speak.

SHRI ANANTRAY DEVSHANKER DAVE : It is a border area also.

SHRI C. K. JAFFER SHARIEF : Allow me to speak.

Sir, about converting the lines, I am sure the House will appreciate, although the debate on the Railway Budget in this

House is over and that we only have to reply after doing it in the Lok Sabha, the gauge conversion work which generally used to be done @ 100 km. in a year and 500 km. in a Plan period, we have done in one year what would have been done in ten years.

SHRI DINESHBHAI TRIVEDI : I need your protection, Sir. My question is very different. The answer is very different from that. That is the reason why we have to preface-questions, and that is the reason why a lot of time is wasted.

MR. CHAIRMAN : He is giving his answer. You please listen. He is in the process of giving the answer. . . (*Interruptions*).

SHRI C. K. JAFFER SHARIEF : Please allow me to speak. . . (*Interruptions*).

MR. CHAIRMAN : Please sit down. . . . . (*Interruptions*)

SHRI DINESHBHAI TRIVEDI : Please tell us that Kutch is ignored, Gujarat is ignored. Then we will never ask.

श्री अनन्त राय देव शंकर दवे : किसी को फिक्र ही नहीं है । वह बार्डर डिस्ट्रिक्ट है, बैकवर्ड डिस्ट्रिक्ट है । एक पैसे का भी काम नहीं किया · · · (**व्यवधान**) · · · इतने सालों से मांग कर रहे हैं ।

SHRI DINESHBHAI TRIVEDI : We will never ask you. Tell us that Kutch is not a part of . . . (*Interruptions*)

MR. CHAIRMAN : The Minister is giving the reply. Will you please listen to him ? . . . (*Interruptions*)

SHRI C. K. JAFFER SHARIEF : If you will permit me to answer,. . . (*Interruptions*)

SHRI DINESHBHAI TRIVEDI : He is evading the answer. The Minister is not replying to that. We are waiting for a long time. Does he want us to go on a *dharna* for this ? Please, for heaven's sake, understand this. It is a border town. It is a backward area. We are willing to pay the money for it.

SHRI C. K. JAFFER SHARIEF : It is most unfortunate that even before we complete the answer, you people are having so much of anxiety and so many doubts. I was about to say that we are seized of the matter. We know that repeatedly you have said that the people of the area are going to contribute. We are discussing with the Finance Ministry how to go about it, and we are going to come soon on this issue. We are quite keen. Even the Prime Minister from a public platform has said that if people would like to contribute, we should be able to go about it. When Government itself is very clear about the policy and the people are responding to this project, why should we not go about it ? He has very recently said this while inaugurating the Konkan Railway Project of Udaipi. So, we are on the job. We are seized of the matter. Please have patience.

SHRI DINESHBHAI TRIVEDI : For the last so many years we are asking. . . (*Interruptions*)

How long are you going to take ? . . . . (*Interruptions*)

MR. CHAIRMAN : That is a different question.

SHRI CHHOTUBHAI PATEL : Mrs. Chairman, Sir, it is only 56 km.

SHRI DINESHBHAI TRIVEDI : We have been asking for it for the last so many years. How long will you take to answer ? For how many more years have we to wait ? (*Interruptions*)

Please protect us, Sir.

Mr. Minister, kindly give us some time-limit when you will answer to this.

MR. CHAIRMAN : You have to raise a separate question on that. I will protect you at that time, not on this question.

SHRI DINESHBHAI TRIVEDI : He has not answered my question. In every

session we have raised this question. (*Interruptions*)

MR. CHAIRMAN : It is not relevant to this question.

SHRI DINESHBHAI TRIVEDI : Sir, there should be a half-an hour discussion on this. (*Interruptions*)

SHRI VITHALBHAI M. PATEL : When the Prime Minister visited Kuth...

MR. CHAIRMAN : You have to ask a separate question. Don't waste the time of the House.

SHRI VITHALBHAI M. PATEL : When the Prime Minister visited Kutch, he himself said that this project would be considered sympathetically.

MR. CHAIRMAN : Dr. Sivaji.

DR. YELAMANCHILI SIVAJI : The hon. Minister has said that the gauge conversion is done based on the techno-economic survey, feasibility and the requirement. I would like to inform the hon. Minister that these gauge conversions are not being done in accordance with the existing rules under the existing frame-work. For example, in certain areas, while the metre-gauge conversion is already going on between Rayadurga and Chitradurga, the Government immediately went in for gauge conversion. At Bellary-Rayadurga, which was found to be unremunerative by the Railway Board long back under the existing system and thereby they switched over to a single-engine system, there too they went in for gauge conversion. My second point is that the gauge conversion is being done in parts and patches. As a result the existing link between the North and the South is being crippled and the existing metre-gauge connecting both the North and the South for carrying the goods traffic is being crippled and a lot of amount on transit and other things is being spent. I would like to know what steps the Government is going to take to avoid this crippling of the railway and the traffic.

Secondly, I would like to know if the gauge conversion from Bhawari to Rayadurga and from Rayadurga to Chitradurga is remunerative or not.

SHRI C. K. JAFFER SHARIEF : Sir, I am glad that the hon. Member has put this question. He was referring to this even yesterday while participating in the debate on the Railways. This particular line is to carry iron from Hospet region via Bellary, Rajdurga, Chitradurga, Arsikere to Vishveswarayya Iron and Steel at Bhadrawati and also to a new steel plant which is coming up at Mangalore. So, we have taken up from Mangalore to Tumkur, which is already over, and then from Arsekire to Chiksajur. This is mainly to cater to the needs of Vishveswarayya Steel Factory at Bhadrawati and also to the Mangalore Port for exports and also for the new steel factory which is coming up there.

SHRI SARADA MOHANTY : In the Budget it was said that Rutsa-Bandreipasi line will be taken up for conversion from narrow-gauge to broad-gauge line during this Budget year. I would like to know when it will be taken up and how many years it will take for completion.

SHRI K. C. LENKA : We have started survey on this line. It will be completed this year itself.

SHRI BALBIR SINGH : For the last many decades no new line has been laid in Punjab. There is a long outstanding demand for linking Ludhiana with Chandigarh. I would like to know when it is likely to be taken up and when it will be completed.

SHRI K. C. LENKA : I want a separate notice in regard to new lines in Punjab.

*403 [*The Question* (*Shri Ramendra Kumar Yadav 'Ravi'*) *was absent. For answer* vide *colm. infra.*]